

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5000

號九初月正年二十三精光

FRIDAY, FEBRUARY 2, 1906.

五拜禮

號二月二英港香

\$30 PER ANNUM
SINGLE COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$18,500,000
Sterling Reserve.....\$18,500,000
Silver Reserve.....\$18,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. H. W. SLADE, Esq., Deputy Chairman.
Hon. G. W. DICKSON, Esq., F. Salinger, Esq.,
E. G. COOK, Esq., E. Shilling, Esq.,
C. R. LEARMAN, Esq., Hon. R. SHAW, Esq.,
G. H. MEDHURST, Esq., N. A. SIEBS, Esq.,
A. J. RAYMOND, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH
MANAGER:
SHANGHAI—H. E. R. HUNTER
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

INTEREST ALLOWED:
On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent per annum.
For 6 months, 3 per cent per annum.
For 12 months, 4 per cent per annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 16th November, 1905. [21]

HONGKONG SAVINGS BANK.
The business of this bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS: is allowed at 3½ per cent per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4½ per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1905. [22]

DEUTSCH ASIATISCHE BANK.
AUTHORIZED CAPITAL.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berlin.

Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, a/M.

Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER, Sub-Manager.
Hongkong, 9th September, 1905. [24]

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,940,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO, HONOLULU, SHANGHAI, NEWCHANG, LYONS, MUKDEN, SAN FRANCISCO, PORT ARTHUR, POMBAY, CHEFOO, TIENTSIN, DALIAN, YOKING, TAILING, KOBE, OSAKA, LONDON, NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent per annum on the daily balance.

On fixed deposits for 12 months at 4 per cent.

On fixed deposits for 6 months at 3½ per cent.

On fixed deposits for 3 months at 3 per cent.

On fixed deposits for 1 month at 2½ per cent.

On fixed deposits for 6 months at 3½ per cent.

On fixed deposits for 3 months at 3 per cent.

On fixed deposits for 1 month at 2½ per cent.

On fixed deposits for 6 months at 3½ per cent.

On fixed deposits for 3 months at 3 per cent.

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On fixed deposits for 1 month at 2½ per cent.

On fixed deposits for 6 months at 3½ per cent.

On fixed deposits for 3 months at 3 per cent.

On fixed deposits for 1 month at 2½ per cent.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI, NUBIA, MOJI and KOBE.
STAMERS TO SAIL ON. REMARKS.
YOKOHAMA VIA SHANGHAI, NUBIA, MOJI and KOBE. F. J. Fox. 10 A.M. 3rd Feb. Freight and Passage.

SHANGHAI, DONGOLA, G. Phillips. About 9th February. Freight and Passage.

LONDON, &c., ARCADIA, W. W. Cook, R.N. Noon, 10th Feb. See Special Advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES. JAPAN. E. P. M. R.N.R. About 14th February. Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 2nd February, 1906. [4]

Intimations.

LANE, CRAWFORD & CO.

—JUST RECEIVED—
A NEW CONSIGNMENT OF
DINNER SETS,

NEW PATTERNS
AND
NEW SHAPES.

TOILET SETS,
NEWEST DESIGNS,
AND
COLOURS,
ALSO
CROCKERY WARE.

LANE, CRAWFORD & CO.
Hongkong, 9th January, 1906. [40]

AQUARIUS
SPARKLING MINERAL TABLE WATER; Qts., Pts. & Splits.
SILENT WATER; Qts.
STONE GINGER BEER.
GINGER ALE.
TONIC.
LEMONADE.

PURE TREBLE DISTILLED WATER. ONLY is used in the Manufacture of these Beverages, and by these means ABSOLUTE PURITY IS GUARANTEED.

SOLE AGENTS
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 1st February, 1906. [46]

"MINIMAX"
HAND
FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.
In Reliance. Always ready for immediate use.
Destroys all smoke. Requires only one hand to hold.
Can be used by anyone, even a child. Weight only 18 lbs. when full.
Minimum of Price, Weight and Size. Maximum of simplicity and effect.
Hongkong, 10th May, 1905. [33]

Insurance.
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Underigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1905. [38]

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 per Cask
at Factory.
In Bags of 50 lbs. net \$2.80 per Bag
at Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th September, 1905. [37]

Intimations.

A. CHAZALON & CO.
6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony.

Hongkong, 30th September, 1905. [1]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.
WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
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2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 11

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	3,363 tons	Captain H. D. Jones.
"POWAN,"	3,138 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted); 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,179 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valenline.

"NANNING," 569 tons, C. Buichart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-fing, Luk-Po, Luk-To, Lo-fing-Hau, Tak-fing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

Fares:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak-hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

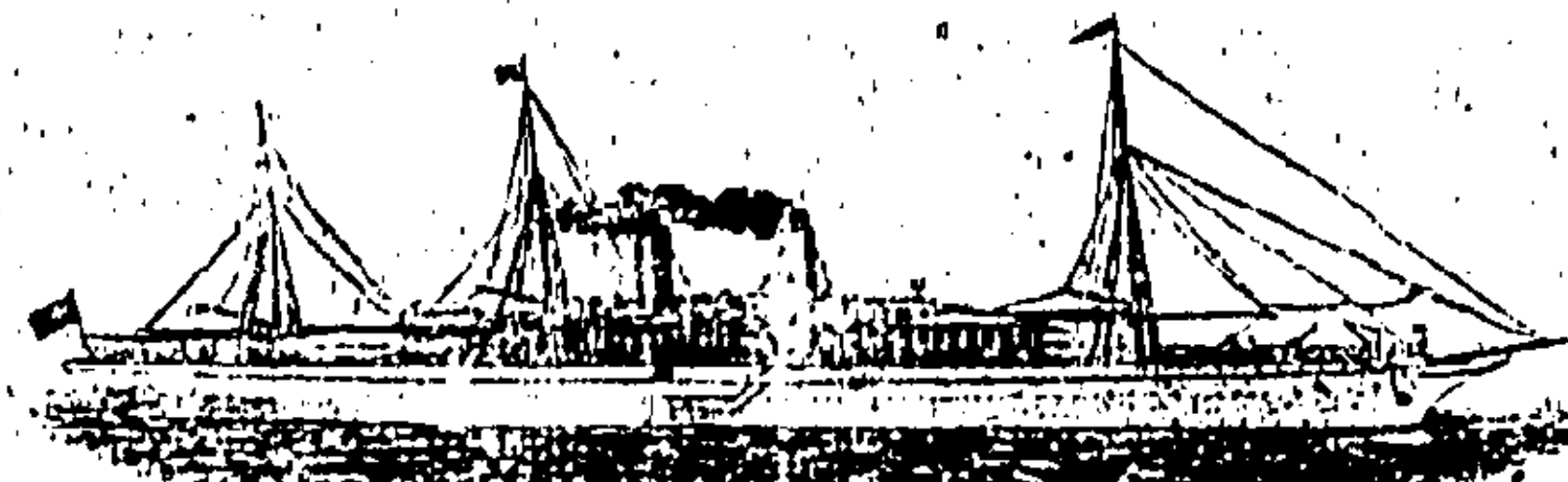
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Stations, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 11 Days across the Pacific is the "Empress Line." Saving 310 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR"	4,145	WEDNESDAY, Feb. 21	Mar. 17
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, Mar. 7	Mar. 28
"EMPRESS OF CHINA"	6,000	WEDNESDAY, Mar. 28	April 18
"ATHENIAN"	2,440	WEDNESDAY, April 11	May 5

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the IATA and SPA of JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, £40. St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Map, Routes, Hand Books, Rates of Freight and Passage, apply to

H. BROWN, General Agent, Hongkong, 24th January, 1906. Corner Paddar Street and Praya, opposite Blake Pier. (13)

HAMBURG-AMERIKA-LINIE.

OSTASTATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and MEDITERRANEAN; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAVRE, BREMEN and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	4th Feb. Freight.
RHENANIA	HAVRE and HAMBURG. (Calling at SPORE, PENANG, COLOMBO & NAPLES, if sufficient inducement offers).	10th Feb. Freight and Passengers.
SPEZIA	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	22nd Feb. Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	7th March. Freight.
SCANDIA	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	21st March. Freight and Passengers.
SILESIA	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO).	4th April. Freight and Passengers.
SILVIA	FOR ODESSA (DIRECT). (Calling at SINGAPORE and COLOMBO).	1st February. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin midship. Lighted throughout by Electricity. Fully qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA-LINIE,
HONGKONG OFFICE,
Kling's Buildings.

Hob., eng., 30th January, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.

ON WEDNESDAY, the 14th day of February, 1906, at Noon, the Steamship PREUSSEN, Capt. R. Meyer, with MAILE, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 13th February. Cargo and Specie will be received on Board until 1 P.M. on TUESDAY, the 13th February, and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 13th February. Contents of Packages are required. No Parcel Receipts will be signed for less than 2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61.0.0	£42.0.0	£32.0.0
Return	91.0.0	63.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA or GIBRALTAR	64.0.0	44.0.0	16.0.0
Return	115.0.0	79.0.0	47.0.0
VIA BREMEN or SOUTHAMPTON	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway tip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,303	TUESDAY, 6th February, at Noon.
WILLEHAD	4,763	TUESDAY, 6th March.
PRINZ WALDEMAR	3,327	TUESDAY, 3rd April.

ON TUESDAY, the 6th February, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.-	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.-	£20.-	£14.-	Return £34.-	£26.-
TO SYDNEY	£33.-	£23.-	£15.-	Return £39.10	£24.10
TO MELBOURNE	£34.10	£24.10	£16.-	Return £41.10	£24.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$120.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$140.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class Steamer £97.0.0
 TO EUROPE VIA AUSTRALIA AND AMERICA 96.0.0
 From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	TUESDAY, 13th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 14th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	WEDNESDAY, 28th Feb.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. & K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£66.0.0
TO BREMEN	69.10.0
TO PARIS VIA CHERBOURG	65.0.0
TO NAPLES, GENOA VIA GIBRALTAR	65.0.0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 1st February, 1906.

Installations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.6 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.6 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
 Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Sootts, A. I. and Watkins.
 Yokohama, May 23rd, 1905.

(39)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
COLOMBO.	HONGKONG.	MARSEILLES & LONDON.	2 days earlier.	1 day later.

	Tons.	Noon, Saturday.		Tons.	Saturday.	Friday.
ARCADIA	7,000.	Feb. 10.	BRITANNIA	7,000.	Mar. 10.	Mar. 16.
DELHI	8,000.	Feb. 24.	MOLDAVIA	10,000.	Mar. 24.	Mar. 30.
DONGOLA	8,000.	Mar. 10.	MONGOLIA	10,000.	April 7.	April 13.
DELTA	8,000.	Mar. 24.	MOOLTAN	10,000.	April 21.	April 27.
OCEANA	7,000.	April 7.	MARMORA	10,500.	May 5.	May 11.
					Sunday.	Saturday.
ARCADIA	7,000.	April 21.	VICTORIA	7,000.	May 30.	May 26.
DEVANIA	8,000.	May 5.	HIMALAYA	7,000.	June 3.	June 9.
DELHI	8,000.	May 19.	INDIA	8,000.	June 12.	June 18.

ARCADIA, 7,000, April 21. VICTORIA, 7,000, May 10. May 26.
 DEVANIA, 8,000, May 5. HIMALAYA, 7,000, June 3. June 9.
 DELHI, 8,000, May 19. INDIA, 8,000, June 17. June 23.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON-PASSENGERS AT REDUCED RATES.

↑ JAPAN	4,500	Feb. 14	Mar. 31
↑ SUMATRA	5,000	Feb. 28	April 14
↑ NUBIA	5,000	Mar. 14	April 28
↑ JAVA	4,500	Mar. 28	May 12
↑ FORMOSA	4,500	April 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. "SUMATRA" and "NUBIA" call at MARSEILLES.
 "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1906.

(4)

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING." SAILS every SUNDAY, TUESDAY and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUOHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30. These steamers have Excellent Saloon Accommodation, and are lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905.

(14)

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP	JAVA	Second half January	JAPAN VIA SHANGHAI	First half February
TJIPANAS	JAPAN	Second half January	JAVA PORTS	First half February
TJIMAH	JAVA	Second half February	JAPAN VIA SHANGHAI	Second half February
TJILIWONG	JAPAN	Second half February	JAVA PORTS	First half March

The Steamers are all fitted throughout with Electric Light, and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENT

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 371.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 17th January, 1906.

(15)

Intimations.

POWELL'S

Alexandra Buildings.

NEW GOODS

for

LADIES' WEAR.

SMART
TWEED COATS.

SILK BLOUSES.

WHITE, CREAM,
SKY, TURQUOISE,
PINK, PALE
GREEN and BLACK.
SMART, DAINY
and
SERVICEABLE.ENGLISH
AND
AMERICAN
SHOES

NUMEROUS SHAPES

HAND KNIT
GOLF JERSEYS.MARABOUT
FEATHER
STOLES.WHITE, NATURAL,
GREY, MAGPIE
and BLACK.LACE COLLARS,
BERTHAS
and JABOTS.MOIRETTE,
MOIREEN and
SILK UNDER-
SKIRTS.TWEED,
VICUNA and
SERGE DRESS
SKIRTS.UNDERWEAR,
CORSETS, NECK-
WEAR, CHIFFONS,
RIBBONS,
UMBRELLAS, etc., etc.KID, SUEDE,
DOGSKIN, DOESKIN,
CHAMOIS
CAPE and REINDEER
CLOVES.FIRST-CLASS
DRESS-MAKING
and
UP-TO-DATE
MILLINERY.WM. POWELL,
LIMITED."Alexandra
Buildings,"
Hongkong, 29th January, 1906.

Intimations.

THE KOWLOON LAND AND BUILD-
ING COMPANY, LIMITED.NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING
OF SHAREHOLDERS in this Company will
be held at the Company's Office, Victoria
Building, on TUESDAY, the 6th February,
1906, at 12 o'clock (Noon), for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1905.The REGISTER OF SHARES of the Company
will be CLOSED on MONDAY, the
29th January, to TUESDAY, the 6th February
(both days inclusive), during which period no
Transfer of Shares can be registered.By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
Hongkong Land Investment & Agency Co., Ltd.,
Agents for the
Kowloon Land & Building Co., Ltd.,
Hongkong, 18th January, 1906. [139]HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.THE ORDINARY ANNUAL GENERAL
MEETING OF SHAREHOLDERS of the
above Company will be held at the Registered
Office of the Company, Alexandra Buildings,
Des Voeux Road, Central, on SATUR-
DAY, 10th February, 1906, at Noon, for the
purpose of receiving the Report of the Direc-
tors with a Statement of Accounts for the year
ending 31st December, 1905.The TRANSFER BOOKS of the Company
will be CLOSED from 3rd to 12th February,
1906, both days inclusive.JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 30th January, 1906. [170]THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-NINTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be held
at the Office of the Company, Hotel
Mansions, on THURSDAY, the 15th February,
at 11 A.M., for the purpose of receiving a Re-
port of the Directors, together with a Statement
of Accounts, declaring a Dividend, confirming
the appointment of Directors and electing
Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 15th
February, both days inclusive.By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 24th January, 1906. [155]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Office of the
General Managers, at 12.30 P.M., on THURSDAY,
the 15th February, to receive a Statement
of the Company's Accounts to 31st
December, 1905, and the Report of the General
Managers.The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to the 15th
February, both days inclusive.JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 29th January, 1906. [169]HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE is hereby given that the OR-
DINARY HALF-YEARLY MEET-
ING OF THE SHAREHOLDERS in this
Corporation will be held at the City Hall,
Hongkong, on SATURDAY, the 24th day of
February, 1906, at Noon, for the purpose of
receiving the Report of the Court of Directors
together with a Statement of Accounts to 31st
December, 1905.By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st February, 1906. [181]HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE is hereby given that the RE-
GISTER OF SHARES of the Corporation
will be CLOSED on SATURDAY, the
10th, to the 24th day of February (both days
inclusive), during which period no Transfer of
Shares can be registered.By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st February, 1906. [182]THE HONGKONG
STUDIO.HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 12th September, 1905. [165]

THE HONGKONG
STUDIO.HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 12th September, 1905. [165]

THE HONGKONG
STUDIO.HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
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GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
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PRICE VERY MODERATE.

Hongkong, 12th September, 1905. [165]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the China Traders' Insurance Company,
Limited, will be held at the Registered Office
of the Company at Queen's Buildings, Victoria,
in the Colony of Hongkong, on FRIDAY, the
16th day of February, 1906, at 12 Noon,
for the purpose of considering and if thought
fit passing the subjoined special Resolutions.
Should the said Resolutions be passed by the
required majority, they will be submitted for
confirmation at Special Resolutions to a Second
Extraordinary General Meeting which will be
subsequently convened.

Dated the 25th day of January, 1906.

By Order of the Board,
JAMES WHITTALL,
Secretary.

RESOLUTIONS.

1.—That the Articles of Association of the
Company be altered in the following
manner:—The following Article shall be substituted
for Article 130, namely:—130. The
Board, through its Secretary, shall make
Yearly Statements of the Accounts of the
Company from the 1st day of January
to the 31st day of December in each and
every year, which shall be duly audited
and presented to the Shareholders at each
of the Ordinary Meetings of the Company,
together with a Report on the general
position of the Company.2.—That the Board, through its Secretary,
shall make a Statement of the Accounts of
the Company as from the 1st day of May,
1905, to the 31st day of December, 1905,
which shall be duly audited and presented
to the Shareholders at the next Ordinary
Meeting of the Company to be held during
1906 and that, inasmuch as the Accounts of
the Company have already been audited
and presented to the Shareholders at the
30th April, 1905, no further or other
Statements of the Accounts of the Company
for the year 1905 shall be called for or
presented to the Shareholders in respect of
Article 130 as this day substituted. [163]HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in the
Office of the Company, Queen's Buildings,
New Praya, on MONDAY, the 20th February,
1906, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1905.The TRANSFER BOOKS of the Company
will be CLOSED from the 12th to the 20th
February, both days inclusive.By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 31st January, 1906. [174]A YOUNG LADY wishing to return to
England, desires engagement as COM-
PANION, or to take charge of Children in
consideration of passage.Apply to—
"B,"
C/o Hongkong Telegraph.
Hongkong, 1st February, 1906. [187]KWONG SANG & Co.,
No. 70, WELLINGTON STREET.GENERAL DRAPERS, MANU-
FACTURERS and DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

THE FAMOUS
MAD DWARF RAZOR,
A SHARP LITTLE SHAVER.This DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAD" is the finest shaving implement
ever produced.Will be mailed to any address on receipt of
the price (\$2), post free.To be obtained from THE MUTUAL STORES
WATKINS, LIMITED, and all first-class stores
in the Colony.Sole Agents for Far East, HOWARD & Co.,
29, Des Voeux Road, Central, Hongkong.
Agents wanted in every port.For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [166]

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.

Hongkong, 27th November, 1905. [148]

THE FLOWER SHOW.

When His Excellency the Governor arrived
at the Botanical Gardens yesterday afternoon
he was received at the entrance by several
officials of the Horticultural Society, and after-
wards they adjourned to inspect the exhibits.At five o'clock Sir Francis Piggott, the pre-
sident, asked His Excellency to present the
prizes. The prizes were then distributed.A prize for the best table decoration went to
Mrs. Seib, as also one to Mrs. Noma.At the conclusion of the prize-giving His Ex-
cellency said:—I think the show is a very satis-
factory one for a first start. I hope next year
it will be still better (applause). We are in-
debted to Sir Francis Piggott, Mr. Barton, and
the other gentlemen of the committee for the
excellent arrangements they have made which
have contributed to the success of the show.

(Applause).

The proceedings then terminated.

The following is the complete price-list
which could not be given, in full, in our last
evening's issue:—

PLANTS FROM PEAK GARDENS ONLY.

Class 1.—Six Annuals. Mr. E. H. Sharp; 1;
Mr. F. Salinger; 2.Class 2.—Three Flowering Plants. Mrs. L.
A. M. Johnston; 1; Mrs. Turner; 2.

Class 3.—Two Dahlias. No entries.

Class 4.—Pot of violets. The Peak Club; 1;
Mrs. L. A. M. Johnston; 2.Class 5.—Pot of Mignonette. Mrs. Salinger; 1;
Class 6.—Three pots of Nasturtium. Mrs. C.
W. Dickson; 1; Mr. F. Salinger; 2.

PLANTS FROM ANY PRIVATE GARDEN.

Class 7.—Six Annuals. Mrs. Ho Tung; 1;
Mr. Choy Lup Chee; 2.Class 8.—Three flowering plants. Mr. Choy
Lup Chee; 1; Mrs. Brewin; 2.Class 9.—Three Roses. Mrs. Brewin; 1; Sir
Paul Chater; 2.Class 10.—Two Dahlias. Mr. H. N. Mody; 1;
Dr. G. P. Jordan; 2.Class 11.—Pot of Pansies. Mr. H. N. Mody; 1;
Mrs. C. W. Dickson; 2.Class 12.—Pot of Violets. Sir Paul Chater; 1;
Mrs. Ho Tung; 2.Class 13.—Pot of Mignonette. Mrs. Ho Tung;
1; Mr. Choy Lup Chee; 2.

PLANTS IN POTS (OPEN TO ALL).

Class 14.—Six Annuals. Mr. Kwong Chi Un;
1; Sir Paul Chater; 2.Class 15.—Three Flowering Plants. Mr. Wing
Tao Un; 1; Miss Loureiro; 2.Class 16.—Three flowering plants. Miss
Loureiro; 1; Mr. Fat Ki Un; 2.Class 17.—Three geraniums. Dr. Jordan; 1;
Mr. Ho Kom Tong; 2.Class 18.—Three Camellias. Mr. Ho Tung; 1;
Class 19.—Two Dahlias. Mr. Fat Ki Un; 1;
Mr. Ho Tung; 2.Class 20.—Two Asters. Sir Paul Chater; 1;
Class 21.—One Pink Carnation or Sweet
William. Mr. Kwong Chi Un; 1; Mr. H. N.
Mody; 2.

PLANTS IN POTS (OPEN TO ALL).

Class 22.—Mr. Ho Kom Tong; 1; Dr. Jordan;
2.

Class 23.—Pot of Pansies. No exhibits.

Class 24.—Azalea. Sir Paul Chater; 1.

Class 25.—One stump or rock-work. Mrs.
Ho Tung; 1; Mr. Ho Kom Tong; 2.Class 26.—Figure Plant. Mr. Kwong Chi
Un; 1; Mr. Sau Fong Un; 2.Class 27.—Six ferns. Dr. Jordan; 1; Mrs.
Ho Tung; 2.Class 28.—Pot of violets. Mrs. Ho Tung;
1; Mrs. Ho Kom Tong; 2.Class 29.—Lots of Mignonette. Mrs. Ho
Tung; 1; Mr. Ho Kom Tong; 2.

CUT FLOWERS (OPEN TO ALL).

Class 30.—4 Blooms (any variety).—Sir
Paul Chater; 1.Class 31.—4 Bunches of cut flowers, each of
a distinct variety.—1, Ladies' Recreation Club.
Class 32.—6 Buttonholes (3 ladies', 3 gentle-
men's)—1 (equal), Miss Loureiro and Mrs.
Dickson.

Class 33.—Hand Bouquet.—1, Mrs. Dickson.

VEGETABLES FROM PRIVATE GARDENS.

Class 34.—6 kinds of Vegetables.—1, Mrs.
Rodger; 2, Mrs. Jones Hughes.Class 35.—3 Heads of Celery.—1, Mrs. Rod-
ger; 2, Mrs. Lewis.Class 36.—6 Beet Roots.—1, Mrs. Dickson; 2,
Mrs. Jones Hughes.Class 37.—6 Carrots.—1, Mrs. Dickson; 2,
Mrs. Jones Hughes.Class 38.—2 Cauliflowers.—1, Mrs. Deacon;
2, Mr. Mody.Class 39.—2 Cabbages.—1, Mrs. Deacon; 2,
Mrs. Dickson.Class 40.—2 Lettuces.—1, Mr. Mody; 2, Mrs.
Brewin.Class 41.—50 Pods of Peas.—1, Mrs. Ho
Tung; 2, Mr. Rodger.Class 42.—50 Pods of French Beans.—1, Mrs.
Lewis; 2, Mrs. Dickson.Class 43.—2 Potatoes.—1, Mrs. Lewis.
Class 44.—6 Turnips.—1, Mrs. Griffin.

Class 45.—12 Onions.—No exhibits.

Class 46.—25 Radishes.—1, Mrs. Deacon;
2, Mr. Mody.Class 47.—12 Tomatoes.—1, Mrs. Rodger;
2, Mrs. Lewis.Class 48.—3 Vegetable Marrows.—1, Mrs.
Deacon; 2, Mrs. Dickson.VEGETABLES FROM CHINESE MARKET
GARDENS.Class 49.—2 Heads of Celery.—1, Mr. Ho
Tung; 2, Castle Peak Farm.Class 50.—6 Beet Roots.—1, Mr. Ho Tung; 2,
Castle Peak Farm.Class 51.—6 Carrots.—1, Mr. Ho Tung; 2,
Castle Peak Farm.Class 52.—2 Cauliflowers.—1, Castle Peak
Farm; 2, Mr. Ho Tung.Class 53.—3 Cabbages.—1, Castle Peak Farm.
Class 54.—2 Lettuces.—1, Castle Peak Farm.
Class 55.—50 Pods of Peas.—1, Castle Peak
Farm.Class 56.—50 Pods of French Beans.—1,
Castle Peak Farm.

Class 57.—15 Potatoes.—No exhibits.

Class 58.—6 Turnips.—1, Castle Peak Farm.

Class 59.—25 Radishes.—1, Castle Peak
Farm.

Class 60.—10 Brussels Sprouts.—No exhibits.

Class 61.—12 Tomatoes.—1, Castle Peak
Farm.

FRUITS.

Class 62.—Collection of fruits grown in
Hongkong.—1, Mr. Choy Lup-chee.

GENERAL EXHIBITS.

Class 63.—Best exhibit of Colonial Vegetable
Products of any kind including plants, fruits,
preserves, etc.—1, Castle Peak Farm.Class 64.—Best collection of flowers grown
and exhibited in a window-box or verandah-
box by any residents' son or daughter not ex-
ceeding 15 years of age.—1, Felix Ellis.Class 65.—Best exhibit of vegetable pro-
ducts from any Treaty Port of China.—1, Mr.
Leung Hing Yip.

THE FLOWER SHOW.

Class 66.—Best flowering plant from any
Police Station in the New Territory.—No ex-
hibits.Class 67.—Best group of flowering and fol-
lage plants.—1, Mr. Ho Kom Tong.Class 68.—Best collection of vegetables from
Private Gardens.—1, Mr. A. Dabington.Class 69.—Best three flowering or foliage
plants in pots sent to N.C.O.s and Men of
the Garrison of Hongkong.—1, Sgt. Allen,
R.G.A.Class 70.—Best arrangement of cut flowers
and foliage according to the rules of Japanese
art.—No exhibits.Class 71.—Neatest Garden in the Colony
—Mr. Chou Lup Chee; 1, Mr. Ho Tung.Class 72.—Best group of China New Year
Plants.—1, Tsing Lun Ng.

NOTICES OF FIRMS.

NOTICE.

THE Partnership existing between Mr. E.
S. JOSEPH and Mr. A. W. WHITLOW,
under the firm name of JOSEPH and WHIT-
LOW, Share Brokers, has this day been
DISSOLVED by mutual consent.
All forward business will be attended to by
Mr. E. S. JOSEPH.
Hongkong, 1st February, 1906. [178]

NOTICE.

WE have authorized Mr. ERNST ARNDT
to SIGN our Firm PROSECUTION.
ARNOLD, KAHBERG & Co.
Hongkong, 31st January, 1906. [179]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
ON
WEDNESDAY AND THURSDAY,
the 7th and 8th February, 1906, commencing
each day at 2.30 P.M. sharp, at "St. Andrews,"
Barker Road, The Peak,
THE WHOLE OF THE
VALUABLE HOUSEHOLD FURNITURE,
THEREIN CONTAINED,
Comprising:—MAPLES and MARINBURK'S MANU-
FACTURES, BECHSTEIN PIANO, BEDS,
CURTAINS, CUTLERY, ELECTRO-
PLATE, Small quantity of HOUSE and
TABLE LINEN, CARPETS, MOSQUITO
HOUSE, FRAMES, GAS FITTINGS,
CHAIRS, JUNKIESHA, CAMERA COM-
PLETE, ONE TELESCOPE ON STAND,
GARDEN HOSE and ROLLER, GARDEN
SHATS, GROUQUET and BOWLS (new),
FOWLS, and large Assortment of PALMS,
FERNS, ORCHIDS, and other PLANTS.The downstairs Furniture and part of the
Plants will be sold on Wednesday and the
Bedroom Furniture and remainder of the
Plants on Thursday.On view—Monday and Tuesday, the 5th and
6th February.

Catalogues will be issued.

Terms.—As usual.

For further particulars, apply to—
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th January, 1906. [180]VALUABLE SUGAR ESTATES FOR
SALE BY PUBLIC AUCTION.THE PROPERTY OF WELLESLEY (PENANG)
ESTATES, LIMITED.By Order of the Trustees for the Debenture
Holders.MESSRS. KENNEDY & Co. and Messrs.
A. A. ANTHONY & Co. will offer for
sale by Public Auction at The Georgetown
Sales Room, No. 25, Beach Street, Penang, on
WEDNESDAY, the 7th day of February, 1906,
at 11 A.M. precisely, subject to such Conditions
of Sale as shall be read thereat:—Those well-known and valuable Sugar and
Tapioa Estates, known as PRYE, BATU
KAWAN and ALMA, situate in the Central
and Southern Districts of Province Wellesley,
comprising a total area of about 12,800 acres
held under Government Statutory Grant;
Government Grants and Government Leases
of which a total of about 6,789 acres are under
cultivation with all the buildings and fixed
machinery and plant appertaining thereto.THE PRYE ESTATE comprises an area
of about 4,738 acres of which about 693 acres
are cultivated for Sugar, about 396 acres are
planted with Coconut, about 277 acres are
Paddy land, and about 918 acres are Fallow
land. About 66 acres of the Estate are covered
with canals, drains and roads, and the remainder
is jungle land of which about 666 acres are
suitable for cultivation.THE BATU KAWAN ESTATE comprises
an area of about 5,399 acres of which about
324 acres are cultivated for Sugar, about 54
acres are planted

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR.

THE
HONGKONG DISPENSARY

IMPORTANT NOTICE.

IN ADDITION TO THE

5 PER CENT. DISCOUNT

ALREADY ADVERTISED.

FURTHER

REDUCTIONS

Have been made from this date IN THE

PRICES of many of the following:—

PATENT MEDICINES,

INFANTS' FOODS,

SOAPS,

PERFUMES.

WE MAINTAIN THE LARGEST
AND MOST COMPLETE STOCKS OF
these GOODS in the Colony, and our
Stocks being frequently turned over, ensure
all Goods being FRESH and in the BEST
CONDITION.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS, DRUGGISTS, PERFUMERS

ETC., ETC., ETC.

ALEXANDRA BUILDINGS,

Hongkong, 20th January, 1906.

TO PREVENT MISTAKES

WHEN BUYING

WHISKY,

PLEASE NOTE THAT

OUR

CLUB No. 1

IS THE ONLY CLUB WHISKY

IN THE COLONY AT

\$18 per Case.

WE CALL IT No. 1 BECAUSE

IT IS SO IN

EVERY RESPECT

AND ALSO TO DISTINGUISH

FROM OTHERS.

GREGOR & Co.,

WINE MERCHANTS.

Hongkong, 25th October, 1905.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
Weekly—\$13 per annum.
The rate per quarter, and per annum, proportional.
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accessible to messenger. On copy sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 2, 1906.

HONGKONG LANDS.

The annual meeting of the Hongkong
Land Investment and Agency Co., Ltd.,
yesterday was invested with an interest
which is conspicuous by its absence in the
ordinary perfunctory gatherings of those in-
terested in the joint-stock concerns of Hong-
kong. For some days past—ever since, in-
deed, the fourth report and statement of ac-
counts of the Hongkong Land Reclamation
Co. with its magnificent results was given
publicly—rumours were heard in Stock
Exchange circles that did little credit to the
directors of the Land Investment Co. Such
being the dissatisfaction of a good many
shareholders, among them a prominent
citizen of the Colony whose letter we have
pleasure in publishing in another column, it
was not at all surprising that certain share-
holders attended the meeting yesterday for the
special purpose of subjecting the Board of Di-
rectors to what may be very suitably expressed
by the Scotch term "heckling." If the func-
tions of the Press are, as they should be, to
give adequate expression to public opinion,
it may be taken for granted that the mal-
contents have right on their side. In choosing
the Hon. Mr. H. E. Pollock, K.C., to
submit the long series of pertinent questions
and the Hon. Mr. Gershom Stewart, to
champion the cause of the Home investors
who were not unnaturally affected by the
serious shrinkage in dividends, the share-
holders could hit upon no two more forceful
representatives, although it must be admitted
that in the Hon. Mr. C. W. Dickson his co-
directors had as good a Counsel as they
could retain in making the best of an
unenviable position under the close question-
ing of our eminent King's Counsel and the
"slicing" from the Hon. Mr. Stewart. When
the only opportunity was given by one of the
speakers for the Chairman to score a point
on behalf of the directors, his perspicacity
did not fail him, when he made a decided
hit which redounded to the credit of the
Board in representing the written up value
of the shares owned in the Land Reclama-
tion Co. at only a hundred dollars, instead
of one hundred and fifty which, we are told,
is the market rate of the day for the stock.
Before discussing the merits of the issues or
the principles involved at the discussion at
yesterday's breezy meeting it may be interest-
ing to recall a historical parallel in the annals
of the Land Co. It was in 1889, the year of
the craze in company flotation in Hong-
kong that the Land Investment Co. was
called into existence. At that time so high
was the fever of speculation prevalent in the
Colony that fortunes were made and lost in
a single week, and among the many great
schemes which had been brought to
maturity was that of the Land Co.
Within nine months of its foundation,
the first meeting of shareholders was
held. Conditions were not then analogous
with those prevailing to-day, but there
had been a "boom" in Lands with its sub-
sequent reaction, and when shareholders
met at their first meeting on the 23rd
January, 1890, "the beggarly seven per
cent dividend" for the year that was paid
furnished the theme for a "heckling" like
that which was so much in evidence yester-
day, when, curiously enough, the share-
holders were called upon to sanction a
like dividend, this having receded within
the past few years from one of twelve per
cent to only seven per cent to-day. Con-
sequent upon the unsavoury personal allu-
sions which were made at the meeting six-
teen years ago to the managing director of
the Company, a crisis impended in the threat-
ened resignation of the holder of the office
who has, however, retained his position ever
since and who, as a historical parallel, came
in again yesterday for a share of criticism
of his stewardship, which did not please the
shareholders, in its special connection with
the creation of the Hongkong Land Reclama-
tion Company. This company was
called into existence four years ago. Its
establishment was first brought into public
notice when it became known that it was the
purchaser of the bay at Tsim-tai-tau, and

when the progress of the reclamation of the
foreshore received prominence in a descrip-
tive article in these columns. Year after
year with statutory regularity the report and
accounts of the Reclamation Co. were
accessible to the public in the columns
of the local Press. For the past three
years, while no startling results in the
Company's operations had been attained,
no carping criticism was evoked
over the creation of the infant company
whose conception was formed in the fertility
of the brains of the foster-fathers of the parent
company. These facts are brought into re-
lief not in extension of the association of
the Land Company's directorate with the pro-
motion of the "rival concern," but to point
out to the malcontents how their apathy at the
initiation of what is now described as an op-
posing undertaking may be utilized as an
argument against the stand they have so re-
solutely and, we might add, so creditably
made against any further encroachment upon
their rights and their privileges in the future.
Our esteemed correspondent "Passive Specu-
lator," whose opinion on financial matters we
hold in great deference, expresses his posi-
tive conviction that "had the shareholders of
the Land (Investment) Company been
consulted in the matter they would not
have sanctioned the formation of a com-
pany, under the then existing Board of
Directors, having for its objects similar busi-
ness to that for which the Land Company
was originally formed." Had "Passive
Speculator" chosen to take part in yesterday's
discussion and prolonged the controversy
beyond the one-and-a-quarter hour debate,
he could not have more happily pressed the
point than he has done now in the assur-
ance that is given expression to in the letter in
our correspondence column. Herein is just
where the directors can be held blame-worthy
for a dereliction of their duty, or should
we say, an absence of discretion. It is "the
mutual confidence between managers and
the managed," that is so sadly lacking in
joint-stock enterprise in Hongkong. This is
a deep-seated evil and until the millennium
is attained, when better harmony should
prevail between the "powers that be" and
those whose cash provides the
administration, fiction will ever exist, as
it has existed in the past, which will
never reconcile the resentment felt by
shareholders against the governing body
of directors. The system of appointment
of company directors in Hongkong needs
a radical change. Not until then can we
hope for an amelioration of a condition that
creates easy positions with handsome re-
munerations for a few whose wheels move
within wheels and by whose agreeable com-
pliance they secure for themselves an
aptitude or no aptitude notwithstanding—
those princely honorariums, yclep'd "directors'
fees," which, in the aggregate, could
easily make the fortunes of many an in-
dividual shareholder who slaves at his desk
to line the pockets of directors of public
companies in Hongkong.

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The first month's competition for the "Gov-
ernor's Cup, 1906" was over, the results range
with a possible of 70.

Messrs. Haxton, Watt and Mackenzie put in
the three highest scores, and each received a
trophy presented by the Association.

The following are the principal scores:—

G. K. Haxton	59+11=70
A. W. J. Watt	58+12=70
D. J. McKeezie	56+14=70
W. B. A. Moore	47+23=70
H. Pinckney	58+11=69
A. Blouey	55+13=68
A. P. Nobbs	50+18=68
J. Owen Hughes	49+19=68
H. W. Fraser	56+11=67
J. S. Lewingdon	55+12=67
W. Dobbs	54+13=67
G. A. Hastings	47+20=67
J. C. Gow	66 scr.=66
J. H. Pidgeon	66 scr.=66
J. C. Peter	60+6=66
W. Goodfellow	59+7=66
Dr. E. Evan Jones	54+12=66
A. Jenkins	59+6=65
A. Denison	53+12=65
J. T. Douglas	49+16=65
Sir F. T. Figgott	60+4=64
C. E. H. Davis	58+6=64
A. Mackenzie	59+4=63
W. H. T. Davis	57+6=63
J. McCubbin	50+13=63
W. J. Saunders	39+24=63
J. McInnes	47+14=61
W. W. Terrey	45+16=61
E. J. Grist	44+16=60
C. H. W. Kew	47+13=60
J. J. Stubbings	57+3=60
Hon. G. Stewart	42+18=60
J. Hutchings	34+24=58
P. L. Miller	40+8=57
G. H. Wakeman	40+8=57
H. T. Richardson	37+20=57
T. P. Cochrane	37+20=57
E. A. Hewitt	40+16=56
Dr. Koch	41+14=55
P. N. H. Jones	35+20=55
Hon. W. Chatham	35+20=55
G. E. Thomas	35+19=54
T. Gray Scott	30+24=54
J. A. Lyon	45+8=53
F. Maitland	43+10=53
W. T. Hoskin	48+4=52
H. W. Blide	31+20=51

LOCAL AND GENERAL.

As to the resolutions submitted at the meeting
of the Hongkong Land Investment and Agency
Co., Ltd., held yesterday, the first was lost by a
majority of eight to two, and the second twelve
to three.

THE Royal West Kent and H.M.S. *Tamar*
will meet on Saturday in the first round of the
Hongkong Football Challenge Shield on the
military ground, Happy Valley. Kick off at 2
p.m. Mr. J. W. C. Bonnar will referee.

AN unemployed engineer named Robert Wil-
kinson, residing at No. 47 Station Street,
Yaumati, was brought before the Court on a
charge of refusing to pay his ricksha fare on the
1st instant. Mr. C. A. D. Melbourne fined him
5s and ordered him to pay the copale
twenty cents for his drive.

THE British steamer *Panchover*, Captain Mad-
dox, which has been chartered by the Japanese
Government as a transport, arrived at Singa-
pore on 25th ultimo from Hamburg with 931
Japanese officers and troops, ex-prisoners from
Russia. She is bound for Kobe and is coaling
at the wharf. She was to leave on the 26th if
she could get her bunkers filled. A few of the
Japanese on board the *Panchover* are wearing
bandages as the result of the wounds they
received in the war.

Two watchmen and a maid servant appeared
at the Police Court this morning charged with
stealing one jadestone hair press and one gold
hair pin, valued at \$35, the property of one
Ko Ngai, now deceased, at the Tung Wa
Hospital, on Jan. 29. Mr. Ho Kom Fong, as-
sistant comrade, Messrs. Jardine, Matheson
and Co., a director of the hospital, prosecuted.
The defendants were found guilty, and Mr. C.
A. D. Melbourne sentenced them to three
weeks' hard labour each.

ACCORDING to the last monthly report of the
Mandala weather bureau there were during the
month of December eleven earthquake shocks
felt in the archipelago and one in Amoy. Of
the 11 felt there four were in Tacloban on the
1st, 4th, 5th and 31st; three were in Borogon
on the 1st, 5th and 26th and one each in
Bataan, Legaspi and Santo Domingo de Basco
in the Batanes islands, at the extreme north of
the archipelago. None of the shocks were of
long duration; the longest being but 22 seconds
and the shortest eight.

THIRTEEN would have been hard put to it this
winter to keep warm but for the Honan coal,
says the local *Yuen*, as application at the C.
E. and M. Co.'s coal office for coke, and some-
times for coal also are being continually met
with statement "none in stock and don't
know when to expect any." We presume the
supply goes where it is better paid for, as it is
supposed to be keeping up. Anyway we have
the hard coal and it is coming more and more
into use. It is, however, a mistaken policy we
think to neglect the home market, however
small.

By kind permission of Lieut.-Col. A. G. Fittin,
D.S.O. and Officers, the Band of the Second
Battalion "The Queen's Own" (Royal West
Kent Regiment) will play the following pro-
gramme of music during dinner at the Hong-
kong Hotel, on Saturday, 3rd February, 1906.
1.—March "Wien Meile Wein" (Schramm et al.)
2.—Overture to "Fra Diavolo" (Auber)
3.—Selection from "Onley Aus Enfers" (Offenbach)
4.—Minuet "St. Petersburg" (Paderewski)
5.—Valse "Kaiser Leluet" (Strauss)
6.—Diverses "L'Espagnol" (Desormes)
7.—Selection from "Florodora" (Stuart)
8.—Cock Walk "Canton Hibernian" (Hall).
God save the King.

At about nine o'clock last night Inspector John
Gauld with a posse of plain clothes men raided
a gambling house at No. 63, Wanchai Road.
There was some excitement when the police
entered the house and quite a few made vain
efforts to escape. One coolie rushed to the
verandah and was attempting to slide down to
the second floor when he lost his balance and
fell to the street below, breaking his left
leg. He was at once removed to hospital.
The police succeeded in capturing twenty-four
men, whose ricksha coolies, and together with
the gambling paraphernalia they were removed
to the station. They were placed before Mr.
C. A. D. Melbourne, at the Police Court, this
morning. The three ringleaders were fined
\$25 each, while the remainder had to pay \$2
apiece.

FOR some weeks past there has been some
trouble in the house of a native family residing
at Tai Hang village, Causeway Bay, and the
climax was reached last night when the father
of the family had to be removed to hospi-
tal and his elder son slightly injured. From
what transpired it appears that the younger
son would not look for work, but insisted on
frequenting gambling houses at his father's
expense. After repeated admonition the father
told the delinquent that he would have to look
elsewhere for his "chow." This did not suit
the loafer, so when his elder brother approached
him on the subject last night he got into such
a rage that he attacked him with a knife.
While this was going on the elder-donwell's bet-
ter half got on to her husband's father and
stabbed him in the jaw with a knife. The old
man had to be removed to hospital while the
hostile couple were arrested. This morning
they were placed before Mr. P. A. Hazeland
on a charge of assault and were bound over for
the sum of \$100 each to be of good conduct for
one year.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:—
On the 2nd at 11.55. The barometer has
fallen rapidly in E. Japan, and risen consider-
ably over China.
The depression is moving Eastwards off the
S. coast of Japan.
Pressure is highest over N. China.
Strong monsoon is indicated in the Formosa
Channel and the N. part of the China Sea.
Forecast:—fresh N.E. winds; fair.

A BANKER PROSECUTED.

ALLEGED EVASION OF BANKRUPTCY LAW.

At the Magistrate's office this afternoon, before Mr.
F. A. Hazeland, U. Pan, the managing-director of
the Wing On Bank, No. 2, Kwong Yuen
Street, was charged in that he did, on Novem-
ber 7th, 1905, then being a person against
whom a "receiving order" had been made,
did, after presentation of a bankruptcy petition
against him, quit the Colony with intent to
avoid examination with respect to his affairs,
and otherwise to defeat and delay proceedings
against him in bankruptcy.

Mr. R. H. Wakeman, Official Receiver in
Bankruptcy, prosecuted, and Mr. E. J. Grist
(of Messrs. Wilkinson and Grist) appeared for
the defendant.

The Official Receiver mentioned that the
defendant was charged under sub-section 4 of
section 82 of the Bankruptcy Ordinance. He
proposed to prove the presentation of the
petition and to put in as exhibits the debtor's
statement made at the public examination.

Mr. Grist said that he did not admit the
statement made by the defendant that he left
Hongkong on a certain day, was proof to show
that defendant did leave the Colony to avoid
examination.

His Worship said that Mr. Grist had better
submit that point at the end of the hearing.

His Worship (to the Official receiver)—Are
you going to prove beyond his statement that
he was out of the Colony and jurisdiction of
the Court?

Mr. Wakeman: I am not prepared to do that
at present.

Mr. Grist: I would ask your Worship for a
ruling on that point.

His Worship: I will not give it now.

John William Lee-Jones, deputy registrar at
the Supreme Court, said that a creditors' peti-
tion in bankruptcy against the Wing On firm
of bankers, of No. 2, Kwong Yuen Street East,
was presented on Oct. 31st, 1905. A receiving
order was made on that petition on November
8th, 1905. A public examination of the de-
btor was held on 4th January, 1906. The
defendant was one of the debtors. The notes
were taken down by witness at the public
examination.

By Mr. Grist: The petition was filed by the
Court on Oct. 31st, 1905.

Further evidence was heard and the case
for the prosecution ended.

Mr. Grist said that there was no case for a
jury, also that there was no evidence to prove
that defendant ran away to avoid an appear-
ance in Court or at the public examination
regarding his affairs. When the examination
was held defendant was in Canton seeing his
sick mother; and there was no intention of
avoiding his creditors. There is no evidence
that the creditors were defrauded, as defendant
presented himself on arrival in Hongkong at
the Court and gave a satisfactory explanation
of his absence. There is no case to go before
a jury, Mr. Grist contended.

His Worship said that he would give his
decision on Monday. Defendant was released
on bail in the sum of \$1,000.

HARBOUR FATALITY.

WATERBOAT FOUNDERED.

At about midnight on Wednesday a sad
catastrophe occurred in the harbour, as a re-
sult of which eight persons—three men, two
women and three children, aged respectively
three, twelve and fourteen years—are mis-
sing. From what can be gathered it appears
that on the evening in question the Chinese
waterboat *Tak Lee*, leaving the approach of
bad weather, heaved up her anchor and left
Yaumati Bay with the intention of making for
the breakwater at Causeway Bay to seek for
shelter. At the time of leaving the bay, bad
weather had sprung up, the wind increased in
force and the sea was rather choppy.

The *Tak Lee* did not fare well after
left the bay and the boat appeared to have
shipped a good deal of water at every pitch
she made. Matters continued the same until
opposite the Admiralty coal yards at Tsim-tai-
tau, when, unexpectedly, the *Tak Lee* gradu-
ally began to sink bows first.

The crew became panic-stricken. At the
time of the occurrence the two elder children
were asleep in their bunks while the youngest
one, three years old, was lashed on to its
mother's back. They are all missing up to
this forenoon. A male member of the crew of
the *Tak Lee* managed to swim to Kowloon
where a report of the fatality was made to the
Yaumati Police Station.

THE PHILIPPINE ISLANDS.

SALE OFFICIALLY CONTRADICTION.

The *Cablenews*, of the 28th ult., prints the
following telegraphic despatches in reference
to the report of a willingness on the part of the
United States Government to sell the Philip-
pine Islands to the Japanese.

"Ide, Manila.—Referring to your cablegram
of January 26, the cable statement referred to
has not the slightest vestige of truth. It is not
only untrue but absurdly so."

"Tart."—This cable was received yesterday morning
by the Governor-General in reply to one sent
the evening before to Washington announcing
that certain elements of the Filipino people
were greatly disturbed by a rumour that was
floating around town that Ambassador Wright was
being sent from Washington to Japan for the
sole purpose of negotiating the sale of the
Philippine islands to the Mikado.

Governor-General Ide's cablegram, was as
follows:—
"Filipinos much disturbed by cable an-
nouncing that Ambassador Wright has been
authorized to negotiate the sale of the Philip-
pines to Japan. Authentic denial from you
might be useful."

Governor-General Ide is at a loss to account
for the rumour. "When the American people
makeup their minds to surrender the Philippine
islands it will be to the Filipino people," says
he. While it is generally conceded by intel-
ligent Americans and Europeans that the story
of the sale is unfounded, there are a number of
Filipinos and Spaniards who believe in its
truth, and many of the latter when the matter
is mooted clap their hands to high glee at
what they consider will be the predicament
the Filipino will be in under the new regime.

TELEGRAM.

"HONGKONG TELEGRAPH"
SERVICE.

PRINCE ARTHUR.

RECEPTION AT SINGAPORE.

PROGRAMME NOT ABANDONED.

[From Our Own Correspondent.]

Singapore, 2nd February,

12.5 p.m.

It had been suggested that, in
consequence of the death of King
Christian of Denmark, the arrange-
ments in connection with the recep-
tion of Prince Arthur of Connaught
would have to be abandoned.

It has been decided that the offi-
cial programme for to-morrow, when
the Prince is due to arrive here, will
hold good.

ORIENTAL CONSOLIDATED
MINING COMPANY.

THE PRESIDENT'S REPORT.

The other day we reproduced a summary of
the report of the general manager for the fiscal
year ended June 30, 1905. Following is the
president's report to the shareholders of the
Oriental Consolidated Mining Co.:

The accompanying excellent report of the
Company's General Manager, H. F. Meserve,
gives clearly the results of the last year's op-
erations upon your property.

The improvement over past years in the gold
saving, as shown by the mill tailings, is grati-
fying and important.

The average yield per ton, some 70 cents
less than shown in the previous annual report,
can be partially attributed to the poorer treat-
ment of the mine dumps.

Respecting the Maunget's estimate of the
value of the ore reserves in the chief mines, the
following table is interesting:

	Taborita.	Paracal.	Kuk San Dong.
Estimated Value of Ore Reserves per Ton.	6.00	6.00	6.00
Actual Value of Ore Reserves per Ton.	6.00	6.00	6.00
Estimated Value of Ore Reserves per Ton.	6.00	6.00	6.00
Actual Value of Ore Reserves per Ton.	6.00	6.00	6.00

These results surprisingly confirm the esti-
mates, not absolutely, for the richer ore may
have been extracted, although my knowledge
of these mines and the management gives me
great confidence that in the end the estimate
of reserves will be found to have been approxi-
mately correct.

During the past year the ore reserves show
a diminution from 1,097,822 to 1,068,447 tons.
This decrease has been occasioned entirely by
the lack of a sufficient supply of labour. The
chief mines have shown no sign of weakness
in their lower levels.

The Operating Costs, including all expendi-
tures excepting those for new construction or
development of mines not producing ore, were
\$3.16 per ton, a result highly creditable to the
Manager and his assistants, although they
have been aided in arriving at this low figure
by the cheap ore obtained from the Dumps,
and by having expended less than a normal
sum upon development work.

The latest reports from Korea show a contin-
ued lack of labour. This difficulty, combined
with the effects of the heavy floods, has prevent-
ed our mines and mills being operated to their
normal capacity during the last three months.
The Company has a very large quantity of low
grade ore to be treated, it is, therefore, highly
important that our working costs be kept as
low as possible

TELEGRAMS.

[Kaiser's]

The Late King of Denmark.

LONDON, 31st January.

The British Court will go into mourning for six weeks.

The Kings of Greece, Norway and Sweden will attend the funeral.

Later,

THE NEW KING.

Prince Frederick has been proclaimed King of Denmark.

The occasion was marked by an amnesty to prisoners.

The Elections.

The *Times* and *Morning Post* publish tables showing that the complexion of the opposition is mainly Chamberlainite.

The Morocco Conference.

The German delegates at Algiers maintain a sphinx-like attitude, and refuse to be drawn into any discussion as to the intentions of their policy. This, in conjunction with the dilatory proceedings of the Moorish Government, affords but a poor prospect of early settlement.

[Straits Times]

Chinese Emperor's Successor.

London, 25th January.

The Empress Dowager of China has ordered all the eligible Imperial Princes to be presented to her during the coming New Year in order that she may select three or four out of the lot, one of whom will be eventually nominated as successor to the Emperor.

Germany and Abyssinia.

The new German treaty with Abyssinia secures for Germany larger privileges regarding freedom of sojourn, travel, trade and industry than is granted by their treaties to England and America.

Helmand River Award.

It is announced in St. Petersburg that the Persian Government has refused to ratify Major McMahon's award respecting the waters of the Helmand River on the Afghan-Indian border.

TURF TOPICS.

12th February.

The morning was a bright, sunny one. The atmosphere was dry, but very cold.

It appears that a few of Huxley's ponies have gone on "strike." Rush Rose and Fortune Rose as well as Medley's Sonenoid would not budge an inch, until after a good deal of coaxing, when called on to do their gallops this morning.

There were a few fast queries recorded; all gallops on the inside course.

Wakelyne, 1m, 29 1/2.

Fortune, Rose and Bush Rose, 1m, 34, 1st 2/5, 1st 2/5, joined by Sonenoid 1m.

Pathan, 1m, 35, 1st 1/8.

Pilot, 1st quarter 32; went round, last quarter 34.

Highland Star, 1m, 30 4/5.

Highland man (blanket), 1m, 31.

Mikosh, 1m, 34 4/5, 1st 1/8.

Coronet Rose, 1m, 38 4/5, 1st 1/7, 1st 1/4, 2nd 2/5, 3rd 3/5.

Baluchi, 1m, 37, 1st 1/2 2/5.

Halcyon Days and Velocity, 1m, 30 4/5.

Grafton, 1m, 32 1/2.

Sunrise Rose, first 1m, 31 1/2, went round, last 1m, 30 1/5.

New Hoy, 1m, steady, 41, 1st 1/4.

Drogheda, 1m, 33.

Himalaya Rose and Common Rose, 1m, 30 2/5.

Gold King (in hood) 1m, 31, went round, last 1m, 30 4/5.

Triumph Rose, 1m, 31 3/5.

Diadem, 1m, 33 1/5.

Shimoesite and Melinite, 1m, 39 3/5.

Rising Sun, 1m, 31 3/5.

Rabbit, 1m, 31 3/5.

Sundial, 1m, 32 3/5.

Beachake, 1m, 32 1/5, 1st 1/5.

Zapeter, 1m, 30 2/5, 1st 1/5.

Glorious Rose and Rambler Rose, 1m, 30 2/5, next round 30.

Spotted Rose, 1m, 31 3/5.

EARLY BIRD.

CRICKET.

LEAGUE CRICKET.

The following will represent the H.K.C.C. "A" in their League match v. Civil Service tomorrow afternoon on the H.K.C.C. ground, at 2.15 p.m. sharp:—R. A. B. Ponsonby (Capt.), F. C. Butcher, A. S. Cobden, E. A. Fowler, T. C. Gray, W. J. Daniel, Dr. F. H. Kew, A. R. Lowe, P. Jacks, W. Peake, and C. B. Pigott.

CHAIRGOWER v. ARMY STAFF.

This match will be played on Saturday between the above Clubs on the Chairgower Ground, commencing at 2.15 p.m. The following will represent the C.C. Club:—L. E. Lammer (Capt.), M. E. Asger, R. Basa, R. Pestonji, E. S. Ford, J. D. Kinnaird, R. B. Cooper, L. A. Rose, E. Irving, J. W. Stewart and J. Fairholm.

LEAGUE TABLE.

Club. Played. Won. Lost. Drawn. Points.

R. G. A. 11 6 4 1 20

Chairgower 12 6 4 2 20

Army Staff 9 5 4 0 15

Civil Service 9 4 3 2 14

H. K. C. C. "A" 11 4 6 1 13

Kowloon 5 4 1 0 12

R. E. 11 0 10 1 1

3 points a win.

1 draw.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—As a passive spectator and shareholder in the above named Company for a number of years, I have listened with much interest to the questions put to the chairman, at the meeting, by the Hon. H. Pollock, K.C., and the fair and able comment on the management of the Company by the Hon. Gershom Stewart. These gentlemen, I am sure, have gained the approbation of the shareholders in coming forward, as they have done, to endeavour to protect, in some measure, the interests of shareholders—shareholders who, in many instances, I am afraid, are either unable to protect themselves or diffident in taking part in company meetings.

In regard to the Company formed under the auspices of the Directors of the "Land Investment Company" to carry on the business of the reclamation, I am sure, that had the shareholders of the Land Company been consulted in the matter, they would not have sanctioned the formation of a company under the then existing Board of Directors having for its objects similar business to that for which the Land Company was originally formed, and for which the capital was subscribed. "What is sauce for the goose is sauce for the gander," in other words, why rob Peter to pay Paul?

I have been a silent spectator for many years of the ingenious finance employed by this company, and often have I wondered how it would eventually. I know now, a fall of \$5 in the dividends paid to shareholders, and of course, consequently an over-capitalized concern—over-capitalized, because of the inadequate return to shareholders in a Colony where the basis of interest is 5%.

The company should be re-constructed and part of the capital returned to the shareholders by forming a separate company to take over at their book value, or at a slight premium, a portion of the undeveloped property, this being, so far as I can judge, the only way in which the shareholders can expect to reap an adequate return on the money invested.

The Board of Directors should find no more difficulty in floating such a company than they had in floating the "Reclamation Company," "Yours, &c.,

PASSIVE SPECTATOR.

Hongkong, 2nd February, 1906.

PRINCE ARTHUR'S RECEPTION.

A SINGAPORE CORRESPONDENT'S DILEMMA.

There is an amusing story by a correspondent in the *Straits Times* with reference to the reception of Prince Arthur of Connaught. Change "Johnston's Pier" to "Blake Pier" and the questions apply. The public of Singapore was informed through a communication issued from the Colonial Secretariat, which was published in the *Straits Times* of the 17th instant, that the admission to Johnston's Pier to view the arrival of Prince Arthur of Connaught will be by ticket, but the correspondent complains that the public are left completely in the dark as to where or how the ticket is to be obtained. Will it, like kissing, go by favour, or is it to be issued as the reward of merit, as the emblem of official dignity? Is greatness (i.e., the reception of a ticket) to be achieved by valour, or intrigue; or will it be thrust upon a resident? Will the right to a ticket be a token of office, or of rank, or of education, or of wealth; or must it, like poetic frenzy, be a natural gift? And—which is a rather important point—if a ticket is received and cannot be used owing to illness, indifference, or previous engagement, is it transferable or negotiable; and, if negotiable, is there any stipulation as to rate of exchange or currency? Or, if not transferable or negotiable, does any penalty attach to the puny who wilfully, wantonly, maliciously, artfully, or negligently hands it on or sells it, or uses it when handed on or sold? Is it a crime or tort to receive a ticket and not to use it, or to lose it or to abuse it by returning it, with or without thanks, to the place of issue? Should the envelope, containing a returning ticket, be stamped or not? If not used, may the ticket be preserved in generous whiskey or in an album of curiosities; or may it be photographed, on the distinct understanding, of course, that no copy shall be given or sold or shown to the German, or the Russian, Consul-General? If used, is it to be given upon entrance to the Pier, or retained and shown to the Police whenever they demand it? Will it be for individual admission, or for so and so and party, or wife, or husband, or son, or daughter, or twin, or family? Is the privilege of admission by ticket to the Pier communicable by blood relationship, marriage, friendship, or business connection? Will ladies be admitted; and, if so, is their any limitation to the size of hat or suggestion as to the prevailing colour? If ladies are not to be admitted, are they to be excluded, and who is the authority for their exclusion? His name, if desired, will be posted at the Ladies' Lawn Tennis Club and further inquiries as to his welfare should be made at the Dead Letter Office. This warning is given, as there is still time, if the man in the street be right, for the authority to perceive the error of his way and climb down. May a ticket holder approach the Pier in a hack, gharry, or ricksha, or on foot, or by water? If by water, may he use a launch, or sampan, or come as an expert swimmer? Finally—is a ticket really necessary for entrance to the only public landing-place within the settlement? And by what ordinance or law, human or divine, can the public legally be excluded from Johnston's Pier at any time, on any day, in any year? These questions may seem numerous yet they are relevant.

THE KULANGSU POLICE.

WILL THE INDIANS GO?

A private letter received recently from Kulangsu, Amoy, says that there is a movement on foot at that settlement to dispense with the services of the Indian police. For some time past the people at Kulangsu were much dissatisfied with the work of the Indian police. Some months ago the Municipal Council had the matter under consideration to discharge all the Indians—except one, the sergeant—and to introduce Shanghai detectives in plain clothes to the work of policing the streets. But when the riot broke out in the village of Lai Chae O and excitement was rife over the boycott affair, the matter was allowed to drop for a while, but from what is learnt now the subject has been brought up again and this time it is believed the matter will be properly threshed out.

In a conversation with the Inspector of the Police Force of Kulangsu some months ago that gentleman remarked that it would be better for the settlement when they saw the last of the Indians. They were big fellows, capable of patrolling the streets, but in detecting crime, they were out of place.

It was only in August last that two members of that force had to be severely dealt with on account of being implicated in the escape of two prisoners that were undergoing long sentences. It appeared that these prisoners were let loose early in the morning and the matter did not reach Inspector Eadie until about two hours later. As soon as it was known, the inspector went out and about an hour later brought back one of the fugitives whom he captured after a hard chase on the beach near Lai Chae O. The second man could not be found on that day, but one night Inspector Eadie found him loitering about the Ho Kee Road and arrested him. The Indians who were alleged to have had a hand in the matter were brought up before the Chief of Police and dealt with.

From what is known it appears that the discipline of the Force at Kulangsu is capable of considerable improvement. A pressing need at that port is a proper prison, and not a room where four or five prisoners are confined together, in the basement of the Municipal Buildings.

THE FIRST ARMOURD CRUISER BUILT IN JAPAN.

HOW THE DIFFICULTIES WERE OVERCOME.

It appears, states the *Japan Mail*, that the chief naval architect of the new armoured cruiser *Tsukuba* was Mr. Yamaoka, who graduated from the Engineering College of the Imperial University in the year 1895 and thereafter studied for three years in England, returning in 1899, when he received an appointment at the Kure station. After the war with China he was again despatched to England, his duty being to supervise the construction of the *Asahi*, one of Japan's first battle-ships. This kept him for two years in England, and on his return he was again appointed to Kure, where he thenceforth served continuously. Interviewed by a member of the *Night Night* staff, he is reported to have said:—"As the *Tsukuba* was the first really big vessel built in Japan full provision was made for all contingencies, but nevertheless we had some difficulty. The work was commenced on the 14th of January in 1905, and up to June and July things did not move as we had anticipated. We feared that at this rate the launch could not take place at the time intended, but thereafter very rapid progress was made and in the end we were able to launch her before the fixed date. The material required had all been calculated and prepared beforehand so that there was no difficulty. Of course, a certain portion of the materials had to be obtained from abroad, but as they all passed into the hands of our workmen, it may be said that the ship was entirely constructed in Japan. In the matter of appliances and implements we experienced some incompleteness and imperfection owing to the great size of the vessel, but by degrees implements were fully furnished and the artificers acquired skill, so that subsequently we got on excellently. During the first two or three months of the building the workmen's inexperience told against them. Japanese workmen are extraordinarily expert in regard to wooden constructions, but they have had little practice in joining metal plates and in driving rivets, and their strength of arm is not so great as compared with English workmen, so that some difficulty was encountered from time to time. At the outset this caused us some concern, but gradually, as the men developed skill, there ceased to be any sufficient cause for uneasiness. To launch a ship of over ten thousand tons in eleven months is a remarkable rate of speed, yet compared with English work it is still 20 or 30 per cent. too slow. Still, as our artificers are now expert, there will probably be no such difference hereafter. During the building the smallest number of men employed was 400, the largest number 1,200, more or less. At the time of our second naval expansion scheme, that is to say, when the *Haruna*, *Asahi*, *Tama* and *Yatsu* were built in England, our people, whether as superintendents or as students, had witnessed the processes of construction, and though they had actually taken part in the work, the experience gained through the eye proved of great value to them. What may be regarded as progress in construction resulting from the Russo-Japanese war are improvements and alterations in the various parts; no difference in essentials but only alterations of certain points here and there. The most visible of these is the absence of a ram in the *Tsukuba* and the *Yamaoka*. The ram has been proved unnecessary by the experience of the recent war. It is now quite clear that in sea-fights where gun-power and torpedo attacks are vigorously employed the fate of a ship will be decided without going to the point of collision. Apart from this there are improvements in details but they cannot be here explained. The sum of the matter is that a great access of experience has been gained in the building of the *Tsukuba*, so that hereafter there will be no difficulty in constructing two or three ships of over ten thousand tons each at Kure. The *Yamaoka*, a sister ship of the *Tsukuba*, was commenced last March and will be finished in about the same time as the *Tsukuba* itself."

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Bank	...	385	2/6
National Bank	...	38	b.
Union Insurance	...	735	b.
China Indemnity	...	91	sa.
Hongkong Insurance	...	395	b.
Hongkong Fire	...	325	a.
China Fire	...	85	a.
H. C. & M. Steamboats	...	26	a.
Indo-China	...	97	
Douglas	...	40	b.
China Sugars	...	110	
Luxons	...	25	b.
Daiba	...	41	b.
Kowloon Wharfs	...	105	sa. & i.
Farnham	...	108	a.
Hongkong Wharfs	...	120	b.
Hongkong Lands	...	120	a. ex div.
Hongkong Cottons	...	142	b.
Green Island Cements	...	30	
Langkats	...	227	s

TO-DAY'S EXCHANGE.

London—Bank T.T.	...	101
Do. demand	...	2 9/10
Do. 4 months' sight	...	2/0
France—Bank T.T.	...	254
America—Bank T.T.	...	49
Germany—Bank T.T.	...	207
India T.T.	...	150
Do. demand	...	150
Singapore T.T.	...	16 1/2
Japan—Bank T.T.	...	98
Yava—Bank T.T.	...	121

To-day's Advertisements.

CONNAUGHT RECEPTION.

OWING to the Death of the KING OF DENMARK, the Reception Committee regret to announce that the BALL to be given by the Community of Hongkong to H. R. H. PRINCE ARTHUR OF CONNAUGHT, is CANCELLED.

W. ARMSTRONG,
Hon. Secretary, Ball Committee.
Hongkong, 2nd February, 1906. [18]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that A. T. MORSE SONS AND COMPANY, of Stamford, London, England, Colour Manufacturers, have, on the 23rd day of December, 1905, applied for the registration, in Hongkong, in the Register of Trade Marks of the following Trade Mark:—
The representation of Jupiter Olympus and the word "Jupiter."

The Trade Mark has been used by the applicants in respect of the following goods:—
Distemper (i.e., Water Paints sold in Dry Powder or in Paste Form, for mixing with water to make ready for use); Oil Paints and Varnish Paints; Varnishes and Dry Colours or Stainers, in Class 1.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.
Dated the 2nd day of February, 1906.

DENNIS & BOWLEY,
Solicitors for the Applicants.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"PRINCESS TOTO."

A Comic Opera in Three Acts,
By W. S. GILBERT,
will be produced
ON

THURSDAY, 15th February, 1906.
FRIDAY, 16th "
SATURDAY, 17th "
SUNDAY, 19th "
TUESDAY, 20th "
WEDNESDAY, 21st "

Prices \$3, \$2 and \$1.
Sailors and Soldiers in uniform half-price to Pit and Stalls.

Doors Open at 8.30 P.M. Performance at 9 P.M.

Booking Office at the ROBINSON PIANO CO., open on and after FRIDAY, the 9th February, from 10 A.M. to 4.30 P.M. each day.

M. S. NORTHCOTE,
Business Manager.

Hongkong, 2nd February, 1906. [19]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Small* (Marseilles Cargo).

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 2nd February, 1906. [4]

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, FEBRUARY 3RD, 1906.

DINNER.

HORS D'OEUVRES.
Macassar Fish and Olive Croquettes.

SOUP.

Tomato.

FISH.

Boiled Fish and Cyster Sauce.

ENTREE.

Pigeon Farcie and Mushrooms.
Lamb Cutlets (Italian Style).
Sweetbread Pattie.

CURRY.

Nepaul.

JOINTS, &c.

Roast Australian Beef and Horseradish.
Roast Capon and Celery Sauce.
Boiled Ox Tongue and Caper Sauce.
Cold Game Pie and Plain Salad.

SWEETS.

Bread and Butter Pudding.
Chocolate Ice Cream and Finger Cakes.
Coconut Tart, Tipay Cake.

DESSERT.

Coffee, Fruits. [190]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that MITSUI BUSSAN KAISHA, carrying on business at Victoria in the Colony of Hongkong and elsewhere as Merchants, have, on the 22nd day of January, 1906, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

1. The device or representation of a circle, inside of which are written the Chinese

characters (Sam) and

(Ching) (The character is written

inside the character and

being the Chinese or Hong name of Mitsui Bussan Kaisha. On each side of the circle is depicted the head and shoulders of a European girl who is supporting with their hands the device or representation above described. A fancy border or scroll surrounds the label and forms the border of the mark. Below the above described device and inside the border or scroll is written the name "The Mitsui Bussan Kaisha," the owners and proprietors of the Trade Mark. Underneath the above and outside the border or scroll is written the word "Mitsui."

2. The representation of an oval shaped tablet supported by a bird which is held on the right side by a small girl and on the left by a small boy. The children are depicted facing one another. Upon the tablet and inside the margin are printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed the letters "M. B. K." Underneath the tablet appears the name "The Mitsui Bussan Kaisha," the owners and proprietors of the said Trade Mark.

3. In the name of MITSUI BUSSAN KAISHA, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following goods:—
Distemper (i.e., Water Paints sold in Dry Powder or in Paste Form, for mixing with water to make ready for use); Oil Paints and Varnish Paints; Varnishes and Dry Colours or Stainers, in Class 1.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.
Dated the 2nd day of February, 1906.

DENNIS & BOWLEY,
Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that A. T. MORSE SONS AND COMPANY, of Stamford, London, England, Colour Manufacturers, have, on the 23rd day of December, 1905, applied for the registration, in Hongkong, in the Register of Trade Marks of the following Trade Mark:—
The representation of Jupiter Olympus and the word "Jupiter."

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	13th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "
GLASGOW and LIVERPOOL	"LAERTES"	20th "
GLASGOW and LIVERPOOL	"YANGTZE"	20th "
GLASGOW and LIVERPOOL	"DIOMED"	27th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	27th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th March.
GLASGOW and LIVERPOOL	"MACHAON"	13th "
GLASGOW and LIVERPOOL	"KEEMUN"	20th "
GLASGOW and LIVERPOOL	"KINTUCK"	27th "

The S.S. "Peleus" left Singapore on the evening of 30th ult., and is due here on the 5th inst.

HOMEWARD.

FOR AMSTERDAM, LONDON & ANTWERP: "PATROCLUS" 13th February.
 FOR AMSTERDAM, LONDON & ANTWERP: "SAINT BEDE" 20th "
 FOR AMSTERDAM, LONDON & ANTWERP: "ANTHONY" 27th "
 FOR AMSTERDAM, LONDON & ANTWERP: "ACHILLES" 13th March.
 FOR AMSTERDAM, LONDON & ANTWERP: "PELEUS" 20th "
 FOR AMSTERDAM, LONDON & ANTWERP: "ALCINOUS" 27th "
 FOR AMSTERDAM, LONDON & ANTWERP: "DIOMED" 10th April.
 FOR AMSTERDAM, LONDON & ANTWERP: "AGAMEMNON" 20th "
 FOR AMSTERDAM, LONDON & ANTWERP: "TEENKAI" 27th "
 Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"YANGTZE"	24th February.
NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	24th March.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and	"PINGSUEY"	5th February.
PACIFIC COAST	"OANFA"	1st March.

The S.S. "Pingsuey" left Moji on the 31st ult., and is due here on the 5th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 1st February, 1906. [3]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, SYDNEY and MELBOURNE	"TAIYUAN"	3rd February.

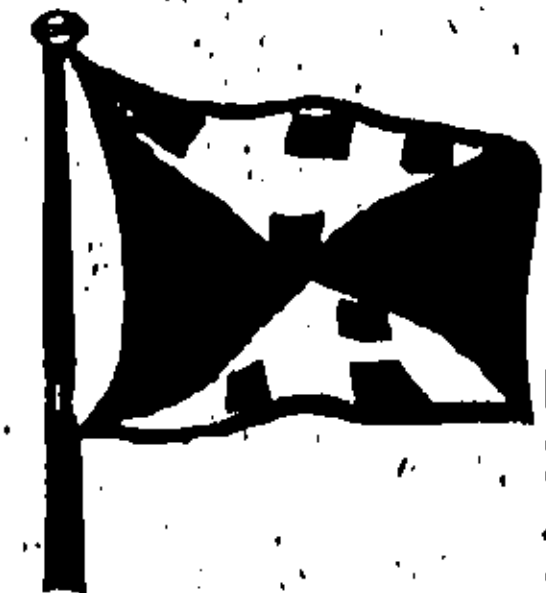
SWATOW and SHANGHAI	"PAKHOI"	4th "
CEBU and ILOILO	"KAIFONG"	6th "
MANILA	"TAMING"	6th "
YOKOHAMA and KOBE	"TSINAN"	8th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 2nd February, 1906. [9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 3rd Feb., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 10th Feb., at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 27th January, 1906. [7]



HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

Steamship	For	About
	(With Liberty to Call at the Malabar Coast.)	

For Freight and further information, apply to

Hongkong, 23rd December, 1905. **SHEWAN, TOMES & CO.,**
General Agents. [8]

TSIN, TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUER STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

DR. M. H. CHAU,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VERTS ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1904. [70]

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$5; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 25 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin, which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not return on Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.,
Hongkong, 2nd January, 1906. [17]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" 1,139 T. R. MEAD.
"KWONG TUNG" 1,139 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Masters Office.

SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905. [18]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"YUENSANG"	SATURDAY, 3rd Feb., Noon.
SHANGHAI via NINGPO	"WINGSANG"	SATURDAY, 3rd Feb., 3 P.M.
SHANGHAI via SWATOW	"HOESANG"	SUNDAY, 4th Feb., Daylight.
SHANGHAI	"HANGSANG"	MONDAY, 5th Feb., 3 P.M.
SHANGHAI	"KODNSHING"	TUESDAY, 6th Feb., 3 P.M.
S'GAPORE, PENANG & CALCUTTA	"LAISANG"	SATURDAY, 10th Feb., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 2nd February, 1906. [6]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metrostoin	Early in February.
"ARAGONIA"	5,196	Ernst	March 11th.
"NICOMEDIA"	4,370	Wagemann	March 23rd.
"NUMANTIA"	4,370	Feldtman	April 8th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"TOURANE"

Captain Girard, will be despatched as above, on

or about MONDAY, the 5th February.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.
Hongkong, 29th January, 1906. [11]COMPAGNIE DES MESSEGERIES
MARITIMES.

FOR

MARSEILLES, HAVRE, ANTWERP

(DIRECT).

Taking Cargo to LONDON with prompt trans-

shipment at Marseilles.

Calling at MANILA, SAIGON, SINGAPORE and

COLOMBO.

THE Company's Steamship

"KOUANG-SI"

Captain Barillon, will be despatched as above, on

or about the 12th February, 1906.

This Steamer has Accommodation for Pas-

sengers and carries a duly qualified Doctor.

For information as to Passage and Freight,

apply to

G. DE CHAMPEAUX,
Agent.
Hongkong, 29th January, 1906. [1289-K]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing.

Hyades 3,753 J. Alwen 13th Feb.

Tremont 9,000 T. W. Garlick 20th Feb.

Lyra 4,417 G. V. Williams 20th Feb.

Shawmut 9,000 E. V. Roberts

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 1st February, 1906. [12]

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

About

"ST. GEORGE" 15th February.

"SHIMOSA" to follow.

For Freight and further information, apply

to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 27th January, 1906. [10]

Shipping—Steamers.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"GREGORY APCAR"

Captain J. G. Ollent, will be despatched for the

above Ports, on TUESDAY, the 6th February,

at 3 P.M.

For Freight or Passage, apply to

DAVID SASSON & CO., LIMITED,
Agents.

Hongkong, 30th January, 1906. [167]

FOR SINGAPORE, PENANG, COLOMBO,

PORT SAID AND NAPLES.

(If sufficient inducement offers).

THE Steamship

"RHEMANIA"

Captain Förlck, will be despatched for the above

Ports, on or about the 10th February.

The Steamer has splendid accommodation

for Passengers and carries a duly qualified

Doctor and Stewardesses.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th January, 1906. [118]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSTRAE"

Captain J. McGilvray, will be despatched at

above, on or about THURSDAY, the 22nd

February, 1906.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 30th January, 1906. [171]

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Powell, will be despatched for the

above Ports, on SATURDAY, the 3rd March,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Pro-

visions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st January, 1906. [177]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, MIDDLESBOROUGH

AND LONDON.

THE Steamship

"DENBIGHSHIRE"

Captain W. A. Evans, having arrived from the

above Ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, at Kowloon and stored at Consignees'

risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 6th February will be sub-

ject to rent.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be

examined on the 6th February, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 31st January, 1906. [176]

FROM HAMBURG, BREMEN, ROTTER-

DAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SCANDIA"

Captain V. Döhrren, having arrived from the

above Ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, at Kowloon and stored at Consignees'

risk and expense.

All Claims must be presented within ten

days of the steamer's arrival here after which

